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American Railroad Journal.

New York Saturday, September 30, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF $1,000 $500, AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 *and accrued interest. These were originally placed by us at* 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

☞ The Tredegar Iron Works, of Richmond, Va., now employ over 1,200 hands, mostly on railway material and equipment, filling orders for the Dutchess and Columbia (N. Y.) railroad, the Chesapeake and Ohio railroad, and numbers of roads in the South and Southwest.

Lake Shore and Michigan Southern Railway.

The Lake Shore and Michigan Southern Railway company offers to the holders of the common stock of the company $14,000,000 of the capital stock of the company issued in pursuance of the vote of the stockholders of the company, taken under the provisions of its charter, at a meeting of the stockholders held at the City of Cleveland, Ohio, on the 27th day of July, 1871.

Each shareholder of the common stock will be entitled to forty per cent. of the par of the stock held by him, upon the payment of thirty-three and one-third per cent. of the par thereof, in the manner following, viz.: Ten per cent. of the par thereof, on the first day of November next, the further sum of ten per cent. of the par thereof on the first day of December next, and the residue of said thirty-three and one-third per cent. at such time as the same may be called.

Notice of the calls for installment, payable subsequent to the 1st day of December next, will be given to the stockholders, by publication in a newspaper published in the City of Cleveland, Ohio, and also in a newspaper published in the City of New York, at least thirty days before the day on which payment is required.

The whole of said residue will be called for on or before the 1st day of August, 1872.

If payment shall not be made in accordance with any calls which may be made, all rights to such stock shall cease, and the stock will be disposed of for the account and benefit of the company.

Scrip certificates will be issued on the payment of the first installment (called for Nov. 1). Payments of subsequent calls will, as the same are from time to time made, be stamped upon the scrip certificate.

The scrip certificates will be transferable on the books of the company.

On payment of the thirty-three and one-third per cent. certificates for full-paid stock will be issued upon the surrender for cancelment of the scrip certificates.

Dividends, upon the sum of the installments actually paid in, will be declared, payable at the same rate and time as upon common stock.

Payments of the calls are to be made at the office of the Union Trust Company of New York, and a presentation of the stock certificates will be required, to the end that the issue of the scrip certificates may be stamped thereon.

The transfer books which were opened on the 25th inst., will be closed on the 7th of October.

Metropolitan Branch Railroad.

The Washington *Patriot*, of Sept. 11th, gives the following concerning the construction, progress, etc., of what is known as the Metropolitan Branch of the Baltimore and Ohio railroad, extending from Washington to "Point of Rocks" on the Main Stem—the purpose of which is to establish more direct connection between Washington and the West:

At present the connection is made by the Washington Branch of the Baltimore and Ohio Railroad at the Relay House. Thus traffic from Washington has first to come east to the Relay House and then go back northwest to the Potomac and so on to the West. The Metropolitan Branch leaves Washington in a direct course (west of north) for the point of junction with the Potomac.

The road is being built under the original act of 1865, passed by the Legislature of Maryland, to which a supplemental act was passed in 1870, requiring the company to complete the road by March 21, 1873. In 1866 Congress granted a charter, under which that portion of the road within the District of Columbia is being constructed.

The whole distance is 42 miles, divided into sections of one mile each, commencing to number at Point of Rocks and ending in this city.

The average cost per mile of the road, exclusive of rails, will amount to about $60,000; after adding to this $10,000 per mile for track and cross ties, and such unforeseen accidents as may occur, the entire expense will foot up $3,600,000. The laborers employed receive their pay monthly upon estimates furnished the chief engineer by the contractors. There have been constantly employed at least 1,200 men, and during many portions of the year, 1,600 laborers have been engaged on the work.

The track will be laid in October, beginning at both ends of the route, over such portions as may be ready to receive the rails. It is expected soon afterward to place construction trains on the line to ballast the road. In December or January passenger trains will run between Washington and Rockville. The company assert that the road will be ready for through travel on the first of March.

The highest grade is fifty-two feet to the mile, and the highest summit Parr's Ridge, four hundred and fifty feet above tide-water. The line runs 4½ miles through the limits of the District of Columbia, 30 miles through Montgomery county, and 7½ miles through Frederick county, Maryland.

Pittsburg, Cincinnati and St. Louis R. R.

The Pittsburg *Chronicle* gives the following synopsis of the annual report of this company for the year ending June 30, 1871:

The total amount of capital stock is $5,424,350, all of which is paid in. The total of the funded debt is $10,017,440.24. The floating debt (applying to entire line) is $2,560,633.08.

The total cost of road and equipment of main line up to June 30, 1871, was $17,665,162 93.

The equipment of the road is 280 locomotives, 123 passenger cars, 67 baggage cars, 3,911 freight, and 106 other cars.

The earnings from transportation of passengers was $2,553,535 35; from freight, $5,731,660 35; from mail, $146,917,44; from express, $204,685-90; from all other sources, including rents, &c., $308,107 97. Total for the year, $8,944,907 01.

The expenses for maintenance of way and structures was $1,304,587 76; for maintenance of cars, $510,625 43; for motive power, $1,951,225 75; for conducting transportation, $2,311,358 68; general expenses (including taxes paid in Ohio amounting to $79,973 18) $250,476 49.

Total operating expenses, $6,328,274 11; net earnings, $2,616,632 90.

In addition to operating expenses proper, the Pittsburg, Cincinnati and St. Louis Railroad Company has made the following payments: Interest on bonds, $668,915; lease of Little Miami Railroad, $676,179 51; lease of Columbus, Chicago and Indiana Central Railway, $1,183,544 88; construction of new works, $339,851 62; additional equipment, $942,824 90; additional real estate, $50,384 08 making a total of $3,860,790 44.

The excess of these additional payments over net earnings was derived in part from the Pennsylvania Railroad Company, and the remainder from increase of floating debt.

The report, except as to stock, debts, and cost of road and equipment, covers the line from Columbus to Pittsburg, Columbus to Cincinnati, and Columbus to Chicago, and branches, in all nine hundred and seventy-eight and one-half miles.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers....	$612,764 72	$695,224 16
" freight.....	1,384,402 21	1,760,072 29
" mails.....	47,970 00	49,294 47
" express.....	70,150 00	54,750 00
	$2,115,286 93	$2,559,340 92
Expenses, viz:		
Repairs of roadway..	$338,770 27	$535,502 32
" machinery.	312,534 44	449,326 10
Conducting transp...	669,408 22	909,623 56
Taxes.....	34,815 69	15,556 67
	$1,355,528 62	$1,910,008 65
Net revenue.....	$759,758 31	$649,332 27

Compared with the previous year the gross earnings of 1870 show an increase of $444,053 99; with an increase in expenses of $554,480 03—making a decrease in the net revenue of $110,426 04. The President in his report to the stockholders says:

The Directors meet you with congratulations. Assured by the steady increase of revenue during the year, that our interest liabilities were fully provided for, we determined to take a step in advance and provide also for the future. The improvement and extension of the road and the increase of its rolling stock, with a view to future business, was the question most immediately demanding the attention of your Board during the past year; and after consultation with the officers of the road, we determined to expend about five hundred thousand dollars in such improvements.

The gross earnings for the year 1870, were.....	$2,559,340 92
The expenses, ordinary and extraordinary, were.....	1,910,008 65
Leaving a net revenue of.....	$649,332 27

Though this is less than the amount required to pay the interest on our bonds, we have not only been able to pay that interest, but also to add ten engines and two hundred cars to our equipment—to build new shops and meet all demands promptly, with only the moderate increase of our current liabilities of say three hundred and fifty thousand dollars, and that too without interest—being for pay rolls and individual balances which can be paid on presentation.

An arrangement has been made with the Pullman Car Co., by which their elegant drawing room and sleeping cars are run on your line—while an agreement has been made and is now being carried into effect with the Western Union Telegraph Co. for the placing of an independent wire upon their line for the exclusive use of your company; this latter arrangement will, it is believed, reduce the cost of operating the road, by adding to the facility and consequent economy in the movement of trains.

Your wharf facilities were found insufficient to meet the increasing traffic in West India and South American produce, and has necessitated the extension of additional piers, which will be completed in next sixty days, thereby doubling the present wharf capacity. These, with the increase of new cars and locomotives, and the thorough repairs of old ones, will enable you to commence the next fall business with better prospects than in any former season. New station houses have been built—old ones repaired—platforms increased and extended—thus adding to the facilities for doing an increasing business.

The number of immigrants coming to your line the past year, has not been as great as in the previous year, but the reports from the different stations, show a steady increase in population as well as production.

The demand for small tracts continues, and reasonable sales are being made. The greatest hindrance to immigration and sale of lands, arises from the apprehension in the mind of the stranger, so industriously circulated by politicians and those who have landed interest in the Western States, that our region is unsafe as a place of residence. This cannot long be the case.

With all connecting roads our relations are of the most friendly character. Since your last meeting the New Orleans, Mobile and Chattanooga Road has been completed between New Orleans and Mobile, and the connection through the city at your depot enables us to transfer freight and passengers without change of car, thus giving an all rail connection between the great cities of the West and New Orleans, *via* Mobile.

The Mobile and Montgomery Road is being completed into the city of Mobile, and will, in a few months, form an unbroken rail connection between the eastern and western cities, *via* Mobile.

The Alabama and Chattanooga Road is rapidly approaching completion, some 4 or 5 miles only being required to open the entire line, and in the next 30 days running connections with them may be expected. This, with the New Orleans connection, makes the road of this company a part of the shortest line from New Orleans to New York, and must add to your passenger traffic.

The Selma and Montgomery road is completed, forming a rail connection between the West and the capital of Alabama and the Eastern States.

The St. Louis and Iron Mountain Road has formed a connection at Columbus, Ky., by which freights are now taken without change of bulk, between Mobile and St. Louis—the advantage offered passengers to reach St. Louis without change of cars, will have the effect of increasing the travel.

Work on the Cairo and Vincennes road, which had been suspended, has been resumed at Cairo, and now bids fair to be pushed to rapid completion.

Thus a network of railroads all around us is being formed, which must tend to the increase of your earning power. The judicious location of your great trunk line is such, that you can look without apprehension upon almost any road that may be projected.

The Mississippi, Gainesville and Tuscaloosa Road, commencing at Gainesville Junction on your line, and running to the town of Gainesville, on the Tombigbee River, was originally aided by this company, and secured by the bonds of that company. The disasters of the war so prostrated them as to forbid the prosecution of their enterprise, and they were compelled to succumb. The entire road, 21 miles, with all its property and franchises, was sold on the 20th of October last, and has been purchased by this company and incorporated into your line as the Gainesville Branch.

The importance of this purchase will be appreciated when it is remembered that by it you not only control a line running to the river, but that by an extension to the town of Eutaw, a distance of only sixteen miles, through a country peculiarly favorable for the construction of a cheap road, a junction is formed with the Alabama and Chattanooga road, as also with the Selma, Marion and Memphis road, and giving us the shortest line from the West to Selma, Montgomery and Western Georgia by thirty-five miles.

The steady increase in your receipts since 1868, showing in 1869 an excess over 1868 of $264,685 34, and in 1870 an excess over 1869 of $444,053

99, and larger by $110,054 83, than in any former year, while the first three months of the present year shows an excess over the corresponding months in 1870, of $180,427 09, is convincing proof of the steady improvement of the country tributary to your line. While the cotton crop of 1870 was much larger than that of the preceding year, the tables will show that your increased receipts are not alone due to the traffic derived from that staple.

The constant increase of mechanical enterprises are adding to the volume and diversity of your business, and to this extent changing the character of your traffic. One peculiarity of southern roads is that the larger portion of their earnings must be derived from freights, and as cotton forms the great bulk of that freight, a larger amount of rolling stock is wanted for the cotton season than can be advantageously employed the balance of the year.

The reports made by station agents show that the industry of our people is being more diversified, the effect of which will be favorable to your interest.

During the past year there have been established along the line—of business houses, 151; saw and grist mills, 49; mechanical establishments of all kinds, 106.

Another new element of strength, and one of great importance to you, is the opening of the West India and South American trade with the great West, through the Gulf ports. This business has increased largely the past year, through the energy of Mobile merchants, and has so favorably attracted the attention of St. Louis dealers that they, too, are now importing coffee through Mobile. During the past year the shipments of coffee over this road show an increase of 18,000 bags over the previous year, and are being still further increased in the year upon which we have entered. This freight is of peculiar importance to your road, as it is all north bound, and aids largely in equalizing the tonnage as between the North and South—the great preponderance hitherto having been south bound. The confidence of the public is constantly increasing in the strength of your enterprise, as is shown by the enhanced market value of your securities.

The total number of tons transported over the road from January 1, to December 31, 1870, was 258,409; total number of tons carried one mile, 36,086,770. The number of passengers carried during the same time was 406,293; total number of passengers carried one mile, 15,166,758. The Chief Engineer in his report dated April 11, 1871, says:

Two thousand tons of new rails, weighing sixty pounds per yard, were ordered from England on the 16th day of July, but they were received after the close of the year, and about one-half of them are laid down at the date of this Report. The old rails which were taken up have been re-rolled as fast as they could be sent to the rolling mill.

The two thousand additional tons recently ordered, together with those which will be re-rolled during the year, will more than compensate for depreciation, and place the track in better condition for next winter's business.

The roadway is now better drained, and the track and rolling stock are in better condition than at any time since the war. The majority of accidents to freight trains during the winter have resulted from the rigid trucks on cars belonging to foreign roads, and fully confirm the experience during the war, and the opinions expressed in previous reports. This company has the right to say what kind of cars shall run upon its road, and if other companies forget, from false ideas of economy, the moral and legal obligations to construct their cars upon the plainest principles of safety, and fail to comply to promises repeatedly made to build other cars for exchange with this road, they should not complain if their business is subjected to the cost and delay of transhipment at the point of connection.

The rigid specifications for the manufacture of axles, and the severe tests to which all axles have been subjected, as stated in the last Annual Report, have produced the desired results, and there have been but four broken during the year, and these were old ones, not branded, and names of the makers unknown.

The financial condition of the company December 31, 1870, is exhibited in the annexed

CONDENSED BALANCE SHEET.

Construction to April 22, 1861	$13,294,979 21
Reconstruction and renewals to December 31, 1867	3,861,166 10
Interest paid and funded	4,689,493 09
Construction—new shops	14,249 26
Shop supplies on hand	91,744 94
New rolling stock purchased in 1870	288,801 70
Paducah Branch	102,894 08
Mississippi, Gainesville and Tuscaloosa Railroad bonds	38,464 75
Mississippi, Gainesville and Tuscaloosa Railroad, due on open ac't.	25,379 10
Land Bureau—am't invested, $40,715 95; disbursed for expenses, $4,466 10	45,182 05
Emigration Bureau—expenses	5,916 25
United States revenue tax	61,886 36
Kentucky State tax	13,681 25
New landing on Mississippi river at Columbus, Ky	6,540 00
Uncurrent funds	1,599 93
Earnings not received by treasurer from connecting roads and agents in 1870	67,166 10
Cash balance	23,375 45
	$22,641,519 62
Capital stock consolidated	$3,838,700 00
Stock contributions unconsolidated	605,444 96
Total	$4,444,144 96
First mortgage ($9,234,940) viz:	
Income 8 per cent. bonds	$26,900 00
First mortgage sterling 6 and 8 per cent. bonds	5,592,000 00
Interest bonds, 10 years, 1st issue, 8 per cent	804,400 00
Interest bonds, 1883, 2d issue, 8 pr cent	371,800 00
Interest bonds, 1883, sterling 6 per cent. £157,300@4.80	755,640 00
State of Tennessee bonds 6 per ct.	1,296,000 00
State of Tennessee funded interest 6 per cent	388,800 00
Second mort. ($1,025,824 01) viz:	
Income 8 per cent. bonds, 1867, 4th issue	82,700 00
Income 8 pr ct. bonds—liquidation	943,124 01
Change bills unredeemed	647 80
Bills payable	406,831 94
Unclaimed pay roll balances	41,875 00
Pay rolls and individual balances	350,327 74
Old floating debt	30,520 74
Land Bureau—sales of land, including 229 first mortgage sterling bonds cancelled	283,728 67
Profit and loss	6,173,346 49
Transportat'n department—net receipts 1870	649,332 27
	$22,641,519 62

President.—ABRAHAM MURDOCK.

Vice President.—C. E. RUSHING.

Second Vice President.—JOHN J. WALKER.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, of Mississippi; Thomas Brown, of Kentucky; A. W. Campbell, of Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, W. D. Dunn, John J. Walker, Charles Walsh, John Reid, Jr., of Alabama; Wm. Butler Duncan, of New York.

Secretary and Treasurer.—A. L. WILLOUGHBY.

Chief Engineer.—L. J. FLEMING.

Sup't Transportation.—G. W. N. CUSTIS.

Chippewa Valley and Lake Superior R. R.

A meeting of the corporators of the Chippewa Valley and Lake Superior Railroad was held on the 11th inst. Upwards of twenty millions of capital from New York alone was represented at the meeting, and the most flattering prospects of a speedy commencement of the building of the road were made apparent by the determined interest manifested on the part of the capitalists present. The action of the meeting resulted in electing as President of the board J. M. Dwight, of Dryden, N. Y., and as directors, J. H. Knight, of Bayfield; T. C. Pound, L. C. Stanley, Chippewa Falls; J. G. Thorp, H. C. Putnam, Eau Claire; S. S. Kepler, Wabasha; H. E. Houghton, Durand; Ezra Cornell, Jno. McCraw, Ithaca, N. Y.; J. M. Dwight, Dryden, N. Y.; Thos. McGraw, Dean Sage, Albany; H. W. Sage, W. H. Sage, A. B. Cornell, New York.

The general belief here is that the road will be built between Eau Claire and Chippewa Falls the present fall, and supplied with rolling stock. The only barrier to the speedy commencement of the grading between here and the Falls will be the inability or indisposition of the people of the latter place to take stock to the amout of thirty thousand dollars in the enterprise, which, we understand, they have indirectly signified a willingness to do. At any rate with such men as Ezra Cornell, W. H. Sage, John McGraw, J. W. Dwight, Dean Sage, and other heavy capitalists, who were present at the meeting from New York, nothing but the most favorable results can be looked for as the occasion of the initiatory steps taken for the construction of the Chippewa Valley and Lake Superior Railroad.—*Eau Claire (Wis). Free Press.*

Delaware Railroad.

In our issue of September 16th, page 1019, in in an abstract prepared for us in our absence, of what purported to be the Reports of the Delaware Railroad Company for 1869 and 1870, several errors occur. These originated chiefly in comparing the returns of 1868 and 1870, instead of using the report for 1869. Otherwise we have simply transferred to our columns the figures of said reports. We stated, however, that the Eastern Shore Railroad was operated by the Philadelphia, Wilmington and Baltimore Railroad Company, which appears not to be the case; and by some error of type we dated the Sinking Fund as of January 1, 1870, whereas it ought to have been January 1, 1871. The amount at that date was $105,508 08. We may as well add in this connection that in 1869, instead of a loss to Lessees of over $40,000, as stated in the abstract, there was a gain to the Lessees of some $34,000. The Delaware R. R. leaves the N. C. and F. R. R. and T. Co. at Delaware Junction. The N. C. and F. R. R. leaves the N. C. and W. R. R. at New Castle. And the N. and W. R. R. leaves the P., W. and B. R. R. at New Castle Junction.

☞ The Montreal *Gazette* says that the survey of the Montreal and Ottawa City Junction railway has been completed. The total distance by this road will be from Montreal to Ottawa 113 miles, only 60 of which have to be built; by the proposed Coteau road, 119 miles, 95 of which have to be built; by the St. Lawrence and Ottawa railway, now in existence, 166 miles. The estimated cost of the Montreal and Ottawa is $960,000, and of the Coteau road $1,254,000.

☞ Of the $1,000,000 of bonds of the Connecticut Valley railroad, for which proposals were invited, offers were made for $703,000, of which $343,000 were accepted at 90 and accrued interest.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do. do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 $2½
Cape May and Millville* . 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey ...100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept.'71 2
Concord 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar...100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'c. R. pref. 00	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 50	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,150,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	July '71 3
Granite.....100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P . 50	180,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1,325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston.100	5,312,725	.....	June '69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,100	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	A. & O.	Apl. '71 4
New Haven & N. London.100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	150,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,300	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 5
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O.	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester.100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line.....	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw.100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,760,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren 100	1,547,650	.....	.....3½
Worcester and Nashua .. 75	1,400,555	J. & J.	July'71 $5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 71 4
Delaware and Hudson....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep.'71 1½
" (preferred).....100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1871.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	105½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,714,000	6	Jan. & July.	1880	117¾
.. ..coupon	4,701,000	6	" "	1880	118¾
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,788,600	6	Jan. & July	1881	117¾
.. ..coupon	64,532,500	6	" "	1881	118¾
Loan of Feb. 25, 1862 (5-20s).....registered	81,057,550	6	May & Nov.	1882	114½
.. .. .. (5-20s).....coupon	381,465,050	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,346,650	6	Jan. & July.	1881	117¾
.. ..coupon	21,653,350	6	" "	1881	118¾
Loan of March 3, 1864 (5-20s).....registered	2,518,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s).....registered	41,732,200	6	May & Nov.	1884	115¾
.. .. .. (5-20s).....coupon	42,600,200	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	45,423,900	6	May & Nov.	1885	115½
.. .. .. (5-20s).....coupon	121 024,050	6	" "	1885	115¾
.. .. 2d series (5-20s).....registered	65,391,700	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	172,880,300	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	90,849,250	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	236,829,550	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	12,279,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	27,498,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	137,647,200	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	56,920,100	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	54,269,800	5	F. M. A. & N.	1881	....
.. .. coupon	7,869,750	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	28,340 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114¾
U. S. Notes and Fractional Currency.....	394,493,586	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	58½
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	91
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98¾
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100¾
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	71
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	102
.. — .. .. of Mar. 26, 1863.....(cur.)	675,000	6	Feb. & Aug.	1886	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	135,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	100½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97¾
.. —	966,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar.....	1,589,000	7	" "	1876	96
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	101½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	101
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107¾
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	46½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	35
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16½
.. — .. (")....	1,600,000	6	" "	1875	....
.. — .. (")....	4,095,399	6	" "	1881	103½
.. — .. (")....	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106¾
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	100¾
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106¾
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101¾
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	51½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	56
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	59
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	101
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	62½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	70
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free ... gold	15,000pm	7*	Jan. & July.	New York.	1900	84
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 .. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) .. gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) ... gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870 ... sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	58[illegible],000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. ... gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund ... gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88¾
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95¾
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free .. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85¾
Central Pacific of California:						
1st *Mortgage* ... gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101¼
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95¾
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	97¾
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk R.R. (44 m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. R.R. (75 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98⅞
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	93¼
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	92¾
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	475,000	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	100⅝
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	103
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	18:6	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	83⅞
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R. R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103⅞
2d Mortgage	985,000	7	May & Nov.	" "	1875	99
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,733	5½*	— & —	"	1878	....
Mortgage Bonds	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	" "	1893	89
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	89½
Hannibal & Cen.Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94¾
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	"	1885	96¾
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	49
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.)						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo.& C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000:	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W)						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m	1,500,000	7	" "	" "	1899	97½
S. Fund Bonds(LS&MSo1,013m	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	103¾
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund,Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.&F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	93½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	121
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	110
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94⅞
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93⅞
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	09
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95⅞
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90⅛
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	100
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	199,000	7	— & —	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93⅛
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	— & —	New York.	1901	....
Nangatuck:						
1st Mortgage, of 1856..... ...	120,500	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2.000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ")....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ")....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72.....	25.500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	113
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	93
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¾
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89¾
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80¾
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	" "	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	" "	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,800	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95¾
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81½
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92¾
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	85
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94¾
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	....
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	81½
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864...	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	...
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	...
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref..... ..	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	390,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	89¾
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	83½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	79½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	101
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79¾
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95¾
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99¼
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95¾
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87¾
Mortgage Loan	2,000,000	6	" "	"	1897	92¼
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,596,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,212	6	March & Sept.	Philadelphia.	1872	79¾
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	63¾
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	40	20	5	400	Alabama and Chattanooga..... Alabama	10,500,000	*	.....	—	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ... New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	889,703	57,597	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	25	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge... .... Maryland.	445,000	*	.....	.....	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	...	...	...	...	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	.....	.....	.....	—	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point ..... Alabama.	1,200,261	*	—	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N. Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,812	*	—	.....	194,250	20,000	.....	—	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	—	.....	550,000	471,200	—	—	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	143
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	375,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	...	...	...	...	Baltimore and Potomac..... Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Mooschead Lake..... Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	—	...	—	—	Bellville and Southern Illinois.... Illinois.	.....	—	—	—	.....	1,100,000	—	—	—	—	.....	.....	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,780	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302.258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	2,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	149¾
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	—	.....	2,286,000	583,500	.....	—	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	—	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie... N.Y. & Penn.	3,296,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ... Penn. & N. Y.	587,292	42,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	....	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	—	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	35
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific... ..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	—	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	...	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	....	.....	.....	.....	.....	.....	10	100	124½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	996,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	—	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110⅞
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	—	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	85,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	119
Apr. 30, 1871	307.0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	136½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000'0	1,000,000	.....	—	73.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)	.....	—	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	—	....	(Is now	completed	to Danv.)	.....	.....	—	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	.....	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	...
May 31, 1871	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	—	100	69½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	—	—	4,000,000	4,000,000	—	—	....	(Will be	completed	in 1871.)	—	—	8	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354 451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	—	100	109½
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	—	7,000,000	5,000,000	—	—	....	(Will be	completed	in 1871.)	.....	—	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	—	—	—	345,000	500,000	—	—	—	(Leased	and oper.b	y North M	issouri.)	.....	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	—	75,000	1,404,680	252,529	—	40.0	25,000	.....	.....	24,379	2,096	8	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	—	100	...
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	—	—	—	2,000,000	2,000,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	—	—	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	261,277	26,713	6	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	& oper. by	Kentucky	Central.)	—	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	—	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.	.....	.....	.....	.....	.....	.....	.....	—	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	.....	.....	.....	152,136	44,851	7	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	23
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	—	192,365	390.4	2,609,033	27,294,924	148 875,519	3,328,281	980,044	—	100	89½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	—	—	1,150,000	143,000	—	—	76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	—	100	121
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	—	—	—	13,000,000	24,010,174	.....	—	—	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470	10	100	20
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	7	100	...
Mar. 31, 1870	35.0	7.0	48.5	—	31	27	12	493	Concord.....New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	57,731	119.5	.....	.....	.....	855,151	153,944	6	50	158
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Leased	& oper. by	Concord.)	25,000	.....	10	100	...
Jun .30, 1870	110.3	—	12.7	—	15	11	7	414	Connecticut and Passump. Riv..Vermont.	3,082,176	*	197,396	18,290	2,122,900	956,000	127,258	91,705	110.3	210,834	3,760,543	5,448,558	585,151	179,463	10	100	...
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,834	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	—	100	...
Dec. 31, 1870	—	—	—	44.0	...	...	...	....	Connecticut Valley.....Connecticut.	982,000	—	—	—	789,251	—	194,752	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	....	Connecticut Western.....Connecticut.	1,599,393	*	—	—	1,419,305	81,000	—	—	—	.....	.....	.....	.....	.....	6	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Oper.	by Phila.	& Trent.)	.....	.....	—	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	—	—	—	307,383	100,000	28,606	—	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	—	—	300,000	—	—	—	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania.Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	—	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	—	568,900	1,006,500	222,316	—	—	(Nearly	completed	at date.)	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa	1,018,000	*	—	—	258,000	830,000	—	—	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	—	156,825	2,398,972	4,245,000	124,968	—	141.4	.....	.....	.....	1,062,406	395.011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	—	—	82,350	527,449	8,187	—	31.8	.....	.....	.....	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	—	—	—	309,276	701,000	—	—	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	—	100	108½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	—	.....	.....	2,500,000	2,500,000	—	—	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi.Iowa.	2,000 000	—	—	—	500,000	1,000,000	—	—	—	(U	nder cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	—	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,880,000	—	—	—	5,000,000	880,000	—	—	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	87
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	—	—	—	468,000	273,000	25,000	—	—	(U	nd rcons.	to be comp	leted in 1	71.)	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	—	—	1,458,470	1,500,000	115,639	—	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000	—	—	—	89,800	175,000	—	—	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	100	...
Dec. 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	100	76
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	108½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	23.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore ¶ .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	—	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	—	—	—	(Leas. &	oper. by N	. Central.)	165,000	.....	1½	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	—	83,536,900	23,398,800	.....	.....	845.5	9.326,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	30½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	—	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	—	—	2 000,000	1,000,000	—	—	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	—	.....	—	300,000	750,000	—	—	31.0	(Cont'e	nced oper.	in Jan. 18	71.)	.....	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450	—	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	90,000	—	35,800	—	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	140½
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....New Jersey.	393,731	—	.....	.....	150,011	100,000	143,720	—	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,700,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	...	...	...	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	—	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic i	n fall of 18	70.)	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	—	.....	.....	80,000	14,000	65,632	—	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	—	99,267	—	23.0	69,544	.....	.....	62,912	5,834	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	—	.....	.....	306,000	250,000	.....	.....	—	(Rapidl	y approac	hing comp	tion.)	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	an.of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receive	r.)	.....	.....	—	100	...
Mar. 31, 1870	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,736,718	225,890	4,185,600	681,000	1,497,438	—	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30, 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	—	—	104,294	226,500	75,500	.....	11.7	31,940	151,186	88,264	30,356	10,050	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased	and oper.b	yMich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶ .....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	64
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	575,644	.....	.....	2,412,150	843,903	12	100	...
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,250	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind.. Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)		—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	8
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)	140,672	49.235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)	.....		—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)	.....		—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile.Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)		7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)		8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	—	—	42.0	(Recen	tly comple	ted.)	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased	& oper. by	M.chigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co.Bluffs.Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	15	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	—	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1.300,000	1,300,000	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under	constructi	on.)			—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P..O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34.938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	106
Sept.30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4.000,000	—	—	—	—	(Under	constructi	on at $33,0	00 p. m.)		—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49.507	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4.000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co,&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159.400	5.588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under	constr. to	be compl.i	n 1871.)	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5.871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000.000	5,000,000	—	—	—	(No retu	rns—Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O.Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W.Indiana. Ind.	3,000,000	*	—	—	1.500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)		—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	...
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)			—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	154,941	50,718	2,472,183	2.859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)		—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St.L..Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	35.0	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	195.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180		Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	166.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237		Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	180.8	292,258	.....	.....	692,585	251,273	10	100	151
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	123.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290		Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	26 0	229,572	6,581,551	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	...	...	...	....		Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	46,593	1,000,000	20,000	7,017	91,699	—	76,227	1,716,229	942,664	196,610	102,629	10	100	....
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831		Marietta and Cincinnati	Ohio.	20,312,181	*	1.095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839		Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10		Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	272.0	19.0	20.0	—	50	35	11	638		Memphis and Charles	Tenn., Miss. & Ala.	8,747,134	*	807,966	1,042,631	5,312,725	4,110,937	705,407	468,661	328.0	954,510	97,031,376	94,759,904	1,549,090	468,661	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131		Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96		Memphis and Little Rock	Arkansas.	.....	*	—	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121		Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51		Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250.000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1870	284.8	—	62.3	—	100	97	23	1,869		Michigan Central	Mich., Ind. & Ill.	16,264,716	*	1,017,425	644,852	13,225,848	3,629,989	165,435	895,723	329.3	2,561,902	.....	.....	4,707,288	1,693,373	10	100	119
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	....		Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28		Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50		Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953		Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	62
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	.....	7½	50	104
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40		Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	....		Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477		Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	$4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839		Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436		Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64		*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	85,718	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857		*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40		Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229		Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	...	...	...	....		Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	94½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350		Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68.675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676		Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164		Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123		Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250		Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	100	56¾
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	....		Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91		New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20		N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195		New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	...	...	...	....		New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	125½
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181		New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309		New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65 494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637		N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	....		N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026		N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	92¾
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722		New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	129¾
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2		N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418		New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	....
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460		New York and Oswego Midland	N.Y.	7.769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126		N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	....		Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1870	223.0	—	9.2	—	24	20	14	274		North Carolina ¶	North Carolina.	4,948,746	*	320,200	343,861	4,000,000	563,528	318,677	730,602	223.0	.....	.....	.....	655,545	188,896	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140		North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146		North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613		North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	100
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142		Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	82¾
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500		Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	116
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32		Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	173.0	...	...	...	....		Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642		Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	117¾
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084		Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101.464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	89¾
Dec. 31, 1870	34.0	53.0	11.7	—	87	44	28	1,330		Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6.534,850	493,105	—	393.0	.....	32,908,901	88,154,054	3,188,187	1,037,414	—	100	42½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294		Oil Creek and Allegheny River	Penn.	7,166,836	980,160	.....	.....	4,259,450	3,170,000	.....	.....	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	99¼
Sept. 30, 1870	72.5	70.2	45.2	—	38	73	18	399		Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461.065	1,276,848	474,712	6	100	104
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346		Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,226	8,827.750	13,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158		Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43 9	130,130	3,709,850	6,693,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,889	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	60
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas. &	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	124
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York.N.Y. & Penn.	5,811,700	*	—	.....	1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	—	8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	—	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54¾
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	—	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	172
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	....
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	108½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	560.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	99½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)	—	27,000	6	100	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	132¾
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	105
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	—	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	102½
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	32¾
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,890,376	580,474	—	100	25
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,060,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	—	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.byW	est Jer.)	—	—	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	—	—	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)	—	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	—	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	97,000	118,988	—	54.0	202,470	.....	.....	207,264	72,103	—	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf.....	Alabama.	1,640,000	*			1,000,000	640,000	.....	—	40.0	(Under	constructi	on.)	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*			.....	800,000	.....	—	50.0	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian.....	Alabama.	.....	.....		.....	969052	796,830	.....	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*..	Ala. & Georgia.	.....	.....		.....	8,000,000	11,000,000	.....	—	—	(In a bad	condition.	No return	s.)	.....	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....	Penn.	1,569,450	.....			869,450	700,000	.....	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..	Wisconsin.	2,000,694	*			1,243,000	750,000	.....	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny.....	Penn.	625,500	79,945			157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line.....	Connecticut.	1,195,800	—		.....	995,800	200,000	.....	—	—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Siouxz City and Pacific*.....	Neb. & Iowa.	4,644.000	*		.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch.....	New Jersey.	439,694	—			438,300	—	.....	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....			.....	4,926,000	.....	—	—	(Only p	artially in	operati'n.)	.....	.....	—	100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*		.....	1,000,000	2,250,000	.....	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central.....	New York.	4,500,000	*			3,000,000	1,500,000	.....	—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..	Iowa.	.....	.....			2,500,000	1,500,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,			.....	20,000 p m	.....	—	100.0	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	...	...	...	—	Southern Pacific.....	California.	.....	.....			.....	.....	.....	—	....	(Under	constructi	on.)	.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific.....	Texas.	1,400,000	*			686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania.....	Penn.	810,000	.....	2,000,000		577,408	651,500	95,000	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern.....	Georgia.	4,081,048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.	South Carolina.	1,340,882	*			751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	...	...	...	....	Springfield & Ill. So. Eastern....	Illinois.	.....	.....			.....	15,000 p m	.....	—	—	(Under	cons. to be	finished b	y Dec. 1,		—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,679	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....	Mass.	448,700	—			448,700	448,700		—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook.....	New Hamp.	267,388	—			267,300	—	634	—	—	(Leased	& oper. by	Nash. & Lo	well.)	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan.....	Nnw Hamp.	1,250,000	—			500,000	750,000		—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie.....	Pennsylvania.	.....	—			1,200,000	1,000,000		—	—	(Under	constructi	on.)	.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex.....	New Jersey.	517,850	*			317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'.....	New Jersey.	288,200	—			92,925	171,000	29,284	—	—	(Leased	& oper. by	W. N. Jer.)	—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*		.....	1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch.....	Massachusetts.	392,971	*	24,194	52,235	400,000	—	23,357	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	....
Dec. 31, 1870	30.0	—	—	157.0	...	...	...	....	Tennessee and Pacific ¶.....	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	constructi	on.)	—	—	—	50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis....	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459.465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw.....	Illinois.	10,806,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	61
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston.....	New York.	2,307,907	*	.....	.....	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4.521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....	New York.	294,908	—			274,400	—		—	—	(Leased	& oper. by	N. Y. Cen.	& H. Riv.)	—	6	100	....
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield.....	Pennsylvania.	1,000,000	—			510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*.....	Nebraska, &c.	110,812,512	*	.....	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	27
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch) ..	Kansas.	3,723,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	...	...	...	....	Union and Titusville.....	Penn.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	—	(Recen'l	y opened f	or traffic.)	—	.....	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River.....	New York.	1,835,318	*	.....	.....	1,666,990	150,000	.....	.....	59.0	85,360	3,192,075	1,403,923	250,425	120,360	6	100	...
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..	N. Y.	2,153,905	*		.....	1,900,900	—	.....	.....	....	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley.....	New York.	769,287	—		.....	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—		.....	2,500,000	—	.....	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8	100	101
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,6.0	Vermont Central.....	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts..	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland.....	New Jersey.	1,750,000	*			1,000,000	750,000		—	—	(Recent	ly complet	ed.)	—	—	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley.....	New York.	695,465	—			499,600	350,000		—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—			225,000	85,000		—	10.2	19,830	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia.....	Penn.	1,320,024	178,583	216,037	.....	684,046	957,500	107,000	—	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.0	49.7	289.0	—	165	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4.13 , 76	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic.....	Georgia.	5,000,000	*			.....	.....			—	(Leas. fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶.....	Maryland.	3,000,000	*			650,000	1,400,000		—	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..	North Carolina.	.....	*			6,500,000	1,400,000		—	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania.....	Pennsylvania.	3,671,000	—			1,022,450	1,800,000		—	—	(Leased	& oper. by	Pennsylva	nia.)		—	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey.....	New Jersey.	2,204,464	*	1,336,074	116.207	1,209,000	2,379,000	20,000	48,745	126.1	807,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River....	New York.	624,464	—			526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)		—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin.....	Wisconsin.	5,000,000	*			4,000,000	4,000,000		—	—	(Under	ons.—ope	n to Meno	menee.)	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro.....	North Car.	850,000	—			500,000	350,000		—	—	(Operat	ed by Wil.	& Wel.)	.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*			1,200,000	4,000,000		—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wi	lming. &	Manch.)		5,000,000	—		—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...	N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,570	181.0	436,316	.....	.....	594,222	250,725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac.....	Virginia.	600,000	—			180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter.....	Minnesota.	4,754,837	427,100			—	4,750,000		—	142.0	.....	2,861,440	6,131,860	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....			100,000	300,000		—	—	(Under	constructi	on.)			—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua ...	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	....
									CANALS, &c.																			
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	78
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...	Md. & Va.	10,506,309	—			8,229,594	—		—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..	Pennsylvania.	2,433,350	—			1,633,350	800,000		—	—	(Leased	& oper. by	Lehigh N	—	—	8	50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,399	—	13,245,880	—	15,000,000	5,000,000		—	108.0	.....	.....	.....	107,947	.....	10	100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—			5,847,400	—		—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—			64,000	835,759	629,440	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	lo s.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation.....	Pennsylvania.	1,115,452	—			1,003,500	110,000		—	83.0	.....	.....	.....	220,216	130,187	10	100	74½
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....	Penn.	4,455,000	—	19,947,775	—	8,739,800	15,662,979		—	108.0	.....	.....	.....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal.....	New Jersey.	3,391,214	—		110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,075	—	50	53
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....	Pennsylvania.	6,569,950	—	.....	—	4,337,950	2,232,000	.....	—	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)	.....	655,000	—	50	17½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal.....	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,953	4,203	—	50	1½
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....	Penn.	1,911,300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsy	lvaia.)	.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	62
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	75
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	78
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genessee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	82½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,125,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton	34 — @ 38 —
Pig, American, No. 1	37 — @ 38 —
Pig, American, No. 2	35 — @ 36 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 80 —
Bar, Swedes, assorted sizes ..... (gold)	85 — @100 —
	Store Prices.
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	82 — @ — —
Bar, Common	90 — @ — —
Scroll	102 50 @132 50
Ovals and Half-round	102 20 @122 50
Band	— — @ 97 50
Horse Shoe	100 — @105 —
Rods, ⅜@3-16 inch	90 — @125 —
Hoop	107 50 @150 —
Nail Rod ..... per lb.	— 6¾@ — —
Sheet, Russia, as to No.'s ..... (gold)	— 16 @ — 16½
Sheet, Single D. and T. Common	— 4¾@ — 5¼
Rails, English ..... (gold) ..... per ton.	58 — @ 59 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) ..... per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cen's per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d ..... per 100 lb	4 50 @ — —
Cut Spikes, all sizes	4 75 @ — —
Clinch	6 — @ — —
Horse Shoe, Forged (No. 10 to 5) ..... per lb.	— 19 @ — 31
Copper	— — ⑤ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb.	— 40½@ — —
Straits ..... (gold).	— 36½@ — 36½
English ..... (gold).	— 24¾@ — 24¾

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal .... per box.	8 87½@ 9 12½	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk) .. per gall.	— 14¾@ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, Standard White (in ship'g order).	— — @ — 24½
Refined, prime White (in shipping order).	— — @ — 26
Refined, S. W. (in jobbing lots)	— — @ — 25½
Refined, S. W. (in tin)	— 28½@ — 29
Naptha, Refined, (65 @ 73 gravity)	— 10 @ — 10½
Residuum ..... per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.) (Old List.)

Sizes.	1st. A.	2d. B.	3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 ....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 ....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 ....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 ....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 ....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 ....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40 ....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 ....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 ....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 ....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 ....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 ....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 ....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Canton Co.	....	79	....	....	....	....
Central Pacific 6s	101½	101½	101½	101¾	102	
Central of N. Jersey	110	110	110¾	110¾	110½	....
Chicago & Alton	....	....	....	119	119	
" pref.	....	....	....	....	....	....
" 1 M	106½	....	....	....	....	106½
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	137	136½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	68⅝	68¾	69	68½	69½	
" pref.	90½	....	90	90⅝	90¾	90⅝
" 1st M	100	100	....	....	....	98⅝
" S. F.	....	....	....	....	....	....
" Consol.	....	93½	....	....	....	....
Chic., Rock Isl. & Pac.	108⅝	109	108½	109½	108⅞	109½
Chi., R. I. & Pa. 7s, 1896	103½	...	....	102½	101	
Clev., Col., C. and Ind.	88¾	89	89	....	....	89½
Clev. and Pittsburg	120	119⅞	....	120½	....	121
" 2 M	....	....	....	....	....	....
" 3 M	97¾	98	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	103
Col., Chi., & Ind. C.	19⅞	19¾	20	19¾	20	
" 1 M	92¾	92⅞	92⅞	93	92⅞	92½
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	108½	108¾	108¾	109	108¾	108⅝
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	97	....	....	....	....	....
Dubuque & Sioux City	87	....	....	....	....	....
Erie Railway	29⅞	30⅞	30⅝	30⅝	30⅝	30⅝
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	95½	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	88½	89	....	....	....	....
Hannibal & St. Joseph	65½	64	63	61½	64	
" pref.	77¾	77	75	76½	73½	75
" 8s, conv.	99	98	....	....	....	97½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	106¾	....	106½	107	105⅞	106⅝
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	119⅝	119½	....	....	119
" S.F. 8s, 1882	....	....	....	....	....	121
M. S. and N. I. 1 M. S. F.	....	....	....	....	103½	103½
" 2 M	99½	99⅝	....	....	....	....
Mariposa Mining Co.	1⅝	2	....	....	1½	....
" pref.	3	....	2½	2½	2¾	2¾
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62⅝	62	....	....	....	....
" pref.	....	....	81	81	....	
" 1st mort.	95	....	94¾	....	....	
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	109	....	
" 7 3-10s con.	95½	....	....	....	....	....
Missouri 6s	....	....	96	....	....	....
" H. & St. J. iss	94¾	....	....	....	....	....
Morris and Essex	95½	95	....	95	95	94½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	100	100	100	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	94	94½	94	....	....	....
" 6s, S.F. 1887	....	....	....	92½	....	....
N. Y. Cen. & Hud. Riv.	92⅝	92¾	92⅝	92⅝	91⅞	92½
" certificates.	87⅞	88	87¾	87⅞	87¾	88
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	40½	....	....	....	....	40½
" new	24	....	....	....	....	....
Ohio and Miss.	41⅞	42¾	42¾	43¼	42½	42⅞
" pref.	....	78	....	78	....	
" 1st M.	....	....	....	101	....	
Pacific Mail S. S. Co.	50	51⅝	50⅝	51½	50½	51½
Panama	....	61	....	61	60	
Phila. and Reading	113½	....	113½	....	114½	
Pitts., Ft. W. & Chi. gtd.	99½	99¾	99½	....	....	
" 1 M.	105	....	....	....	....	
" 2 M.	....	....	....	....	101½	
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15¾	15⅞	16	15¾	15½	
St. L., Alton & T. H.	....	25	....	....	....	....
" pref.	61	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87	87	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72	....	71½	72½	....	....
" new	72	72	72	72½	....	71½
Tol., Wab. & Western	60¾	61½	61	61½	60½	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M.	....	....	....	92	....	
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	86½
Union Pacific	26⅝	27⅞	28⅝	28	27½	27⅞
" 1st mort.	89½	89½	89⅝	89⅝	89⅝	89⅝
" L. Gt. 7s	82¾	82¾	....	....	83½	83½
" Inc. 10s	79	79	....	80	....	79½
Virginia 6s, old	63	....	62⅝	62⅝	....	62½
" new	....	....	....	....	....	....
" consol	....	....	....	64½	94½	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111½	....	....	....	....	....
U. S. 5s, 10-40s, reg	111¼	111¼	....	....	....	....
U. S. 6s, 1881, reg	....	....	117¼	117¼	117¼	117⅞
U. S. 6s, 1881, coup	118⅝	....	118	118⅝	....	118⅝
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	114¾	....	115	....	....	114⅝
U. S. 6s, 5-20s, c. 1862	115½	115	115⅝	115⅝	115⅝	115¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	115	115½	115⅝	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115⅝	....	....	115¾	115⅞	114⅝
U. S. 6s, 5-20s, r. n. '65	115½	....	....	114½	114½	114½
U. S. 6s, 5-20s, c. n. '65	114	113⅝	114	114½	115¾	....
U. S. 6s, 5-20s, reg. '67	....	....	114	114⅝	....	....
U. S. 6s, 5-20s, c. 1867	113⅞	113⅞	114½	114¾	114⅝	114⅝
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114½	114½	....	....	....	....
U. S. 6s, Pac.R.R.issue	115⅛	115	114⅝	....	114⅝	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	....	18	....	....	....
.. preferred	....	....	....	....	....	....
Camden and Amboy	125	125	124½	124½	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	90	....
.. 6s, 1889	....	....	90	....	....	90
.. mort. 6s, '89	95⅝	....	....	....	....	95½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	37⅝	36⅝	36⅝	36⅝	37¼	37
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	91⅝	91⅝	....	91½	....	91½
.. R. R. L.	....	....	92⅝	....	....	....
.. Conv. L.	83½	83	....	....	....	....
Lehigh Valley R. R.	62	62	62	62¼	62¼	62¼
.. 6s new coup	....	....	....	....	97½	....
.. 6s new reg	98½	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	46½
.. 7s	....	....	....	....	....	....
Minehill	53½	53	....	....	....	52½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	50	....
.. 6s, 1880	101¼	101¼	101¼	101¼	....	....
.. 7s	98	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	41½	....	41⅝	....	....
Oil Creek & Alleg. Riv.	50½	50½	50⅝	50⅝	51	51
.. 7s	....	87	87	87	87	87
Pennsylvania R. R.	61¼	60¾	61⅝	61⅝	61⅝	61½
.. 1st M.	100	100	100	....	....	....
.. 2d M.	102½	...	....	....	....	....
.. Gen. mort	93½	93½	....	93½	....	....
.. .. reg	95¾	....	....	....	....	....
Penn. State, 6s. 1st series	100¾	....	100¾	....	....	....
.. 6s, 2d series	....	....	103	....	....	....
.. 6s, 3d series	107	....	....	106¾	....	....
.. 6s, W L	....	....	....	....	....	100½
Philadelphia City, 6s	101½	....	101½	101½	....	101½
.. new	101½	101½	101½	101½	101½	101⅝
Philad., Germ. & Nor.	....	....	....	....	86	....
Phila. & Reading	56⅞	56½	56⅝	56¾	57	56⅝
Philadelphia and Erie	27	....	....	27⅝	....	....
.. 6s	....	....	92¾	....	....	....
.. 7s	87¾	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	80	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	79¾	....	....
Hestonville, (Horse)	....	....	....	....	....	21
Chestnut & Wal.	....	....	....	....	....	53
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	33	33	....	....	....	32
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	....	....	....	100½	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	....	98	98	....	....
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	143	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	97½	....	97½	97½	....	....
.. 2d M.	87	....	86¾	....	87	87½
.. 3d M. 8s	....	....	....	79⅝	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	92½	....	....	....	....	....
.. .. 1900	....	....	....	....	89½	89½
Pittsb. & Connellsv. 7s	....	....	94	....	....	94½
N. W. Va. 1st mort	....	....	....	....	....	97½
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	64¾	....	....	....	64½	64
.. Defer. Certif	....	....	....	....	....	28½
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	152½	152½	....	....	151½	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	147½	147½	....	147½	
Boston and Providence	....	148½	....	....	149¾	
Boston, Hartford & Erie	....	....	....	....	....	
.. 7s, new	27⅝	....	27½	27½	27	27½
Cheshire, pref	....	....	....	....	....	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	109½	108¾	108½	108	108	108½
Fitchburg	....	140	140½	....	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	119¾	119¾	119¾	119½	118¾	
Northern, N. H.	116	....	....	....	....	
Ogdens. & Lake Champ	90	....	89¾	....	....	89¾
.. pref	....	....	....	....	....	
Old Colony & Newport	103¾	104	....	....	104	
Ph., Wil. & Baltimore	....	54½	54	....	54	54½
Portl'd, Saco & Ports	....	133	....	....	....	132¾
Union Pacific	28	....	27⅞	28⅝	....	
" 6s	....	....	....	....	88½	88½
" Land Grant 7s	....	....	....	....	....	80½
" Income 10s	79¾	....	....	79½	....	79½
Vermont & Canada	....	....	....	....	101	101
Vermont & Mass	....	....	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	76¾	77	....	....	....	
Middlesex ..	....	....	....	....	85	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	11	11	10⅝	....	11	
Franklin ..	....	....	....	....	....	
National ..	1⅞	....	....	....	....	
Pewabic ..	....	....	....	....	....	5½
Quincy ..	....	....	....	....	....	29½

London Stock Exchange.

	Closing Prices. Sept. 8.	Sept. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	42 — 43
Detroit and Milwaukee 1st mort. 7s	70 — 72	71 — 73
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	26¾ — 27½	26½ — 26¾
Do. sterlg. 6 p. c. convertible bonds	67 — 69	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	111 —112	110½—111½
Panama General mort. 7s, 1897	85 — 80	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 30, 1871.

Stock Exchange and Money Market.

Money has been in quite active request, since our last, and with lighter offerings on both bank and private account; the advantage as to rates has been decidedly against borrowers, who, as a rule, have been in more urgent need of accommodation, particularly for speculatvie purposes, and consequently have had to conform their bids for aid, to advancing range from day to day. The inquiry was particularly brisk on Friday and Saturday of last week, when extreme rates prevailed. On Monday and Tuesday of this week, there was less pressure for help, and the market worked more comfortably for the borrowing interest. On Monday, the Government Office, here, under orders from the Treasury Department, bought in an extra sum of $3,000,000 of United States 5-20s out of $5,812,900 offered, and was prepared to pay for the Bonds at once, but no part of the purchase was delivered on that day, and the deliveries, as well as the consequent disbursements, were made on Tuesday. The payments by the Office on this account served to relieve the Money movement in the open market. The current rates have been from 5@7 generally 6@7 per cent. in a temporary form, and at 7@9½ per cent. per annum on choice to fair business credits. The city banks, in their latest return, made another unfavorable exhibit, showing a further loss of $5,393,400 of legal tender notes, $656,300 of specie, and $9,769,300 of deposits; also a reduction of $3,503,300 in their loan and discount averages, and an increase of $71,500 in their item of circulation. The city bank exchanges, last week, averaged $119,397,000; and thus far, this week, 117 millions daily. The banks now hold only $1,168,250 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $9,572,100, against $14,670,724 same time last year. The city bank deposits are now $237,127,400 against $191,066,202 week ending Sept. 24, 1870. The legal tender reserve amounts to $58,428,300 against $49,417,936 same time last year. The circulation now stands at $30,201,200, against $32,733,046 same time last year. The loans are now $309,164,700, against $267,087,617 at this date last year.

Government revenues have been yielding fairly since our last. The excises yielded last week about two millions, and thus far since July 1, about $33,624,036. The customs at the port of New York, last week were $3,371,667; and at the outports, equal to about 1⅛ millions more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $365,389,900; and as security for deposits of public money, United States bonds for $15,519,400. The aggregate of the outstanding circulation of the National Banks of the country is $323,056,375.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $12,053,459 in currency, and $64,852,125 in coin.

The customs at this port on Wednesday were $795,000.

The Gold movement has shown less spirit since the heavy sales of Thursday of last week on Government account, as reported in our last. The speculative inquiry has been less confident, and the export drain light. The customs call has been up to a full average. The supply in the open market has been more liberal. The range of the price during the week, has been from 113⅞@115⅜, and the closing quotation on Wednesday was 114¾ against 114 the preceding Wednesday. The specie outflow, last week, was $400,599; on Tuesday of this week, $52,300; and on Wednesday, $268,251. The Gold Exchange Bank clearances have been as follows: Sept. 21, $63,695,000; Sept. 22, $75,071,000; Sept. 23, $86,686,000; Sept. 25, $67,415,000; Sept. 26, $43,208,000; Sept. 27, $52,831,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 23, 1871, $65,184,021, against $66,440,347 same time in 1870.

The export drain was $400,599 last week, against $1,345,408, same week preceding year The shipments since January 1, 1871, have been $57,044,102, against $48,587,639 same time in 1870.

The customs demand for Gold last week, averaged $561,944 a day; thus far, this week, it has averaged $619,800 a day, or equal to a weekly aggregate of $3,718,800. The arrivals of

specie from Europe, Havana and other foreign ports last week, were $55,745, and since Jan. 1, 1871, $7,688,254 against $8,057,430 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $119,284,167 against $104,735,220 same time in 1870.

Foreign exchange has been in better supply and weaker as to rates toward the close, on a moderate inquiry. Bankers' sixty day bills on London closed on Wednesday at 108¼@108½; sight bills on London, 108¾@109⅛.

The produce exports from this port, week ending with Sept. 26, were to the currency value of $5,232,676.

Government securities have been offered sparingly and have been in moderate request at very well supported prices.

On Monday, Government bought in, through the local office, an extra sum of $3,000,000 of U. S. Five Twenties at from 112 90@113 30.

On Wednesday, Government bought in two millions of Five-Twenties at 112 97@113 17. The amount of bonds offered was $4,780,850 at from 112 97@114.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118¼@118½; U. S. Five-Twenties of 1862, 115⅝@115⅞; U.S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 115⅝@115⅞; U. S. Five-Twenties of 1865 consolidated, 113½@114¾; U. S. Five-Twenties of 1867, 114⅝@114¾; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 111¾@111⅞; U. S. Six per cent. currency bonds, 114⅜@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 13.	Sept. 20.	Sept. 27.
Consols	93½	93 3/16	92⅝
U.S. 5-20's of 1862..	93 5/16	93⅜	92⅝
U. S. 5-20s, 1865....	93⅜	——	92⅞
" 1867	92¾	92½	92
" 10-40s	90 11/16	90⅜	89¾
Erie.	26½	25½	25

State bonds have been in fair request at about steady prices.

Railway bonds have been in equally fair demand, chiefly for investment purposes at comparatively firm prices. Central Pacific Sixes have been at 101⅞@102⅛. Chesapeake and Ohio Sixes have been more sought after for home investment on the basis of 93 per cent. and accrued interest. Less than 4 millions (out of the determined aggregate of 15 millions) of this popular gold bearing loan remain to be marketed, and the present promise is that the whole amount of the Loan will be placed at an early day.

The demand from investment buyers for the St. Joseph and Denver City eight per cent gold bonds has been quite active at the established price of 97½ and accrued interest, leaving of the loan (the aggregate of which was $5,500,000) opened on August 1, considerably less than 50 per cent. of it yet to be disposed of.

Railway and miscellaneous share property has been moderately active, but unsettled in value. The later dealings indicated a more confident temper, influenced to some extent by the more liberal offering of money.

On Wednesday, 130,000 tons Scranton Coal were disposed of at from 4.15@6.15, as against $4@5.60 in August.

General business has been less active. Breadstuffs and Naval Stores closed more firmly. Provisions. irregularly. Petroleum weak. Middling upland cotton closed on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 61,048 bales, against 94,156 bales same time in the preceding year; exports 28,561 bales, against 14,375 bales in the previous year; stock at the ports at latest dates, 89,565 bales, against 70,325 bales same date 1870.

At the Live Stock Markets, Beeves have been in less request at from 6@12½ cts.; Veals quiet at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5¼@5⅞ cts per lb., all live weight. The week's receipts were 8,075 Beeves, 2,382 Veal Calves, 28,709 Sheep and Lambs; and 30,323 Swine.

Foreign goods have been in fair request and generally steady as to price. The week's imports of foreign goods reached $8,509,299, including $3,477,944 of dry goods.

Ocean freights have been moderately active, but rates have been variable, closing with some indications of steadiness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 16½; do., Fund Act, 1866, 35; South Carolina 6s, new, Jan. and July, 51½; do. Apl. and Oct., 53; Arkansas 6s, Fund Act, 58½; do., 7s, (L. R., P. B. and N. O. R. R.,) 52½; Georgia 7s, 91; do., 7s, gold, 98⅝; Ohio 6s, 1881, 104½; New York State 7s, B. L., reg., 109⅛; California 7s, 115; Louisiana 6s, Levee bonds, 71; Brooklyn 6s, W. L., 96; do., Park Loan, 95; Quincy and Toledo 1st mort., 90; Gt. Western 1st mort. 1888, 92½; Galena and Chicago 1st mort., 103¾; do., 2d mort., 99; North Missouri 1st mort., 87; St. Louis and Iron Mt. R. R., 59; do., 1st mort., 92⅛; Morris and Essex const. bonds, 93; Central of New Jersey new bonds, 102½; Hannibal and Naples 1st mort., 98½; Cleveland and Pittsburg consol, 95; Am. Dock and Imp. 7s, 98¼; Albany and Susq. R. R., 93½; do. 2d mort., 96¼; South Side R.R., 75¼; Am. Coal, 57; Consol. Coal, of Md., 44⅞; Spring Mt. Coal, 84½; Maryland Coal, 31; Western Union Tel., 66½; do. 7s, 98; Quicksilver pref., 23; Adams Exp., 85; Am. Mer. Union Exp., 57; U. S. Exp., 57; Wells-Fargo Exp., 52½.

Philadelphia.—Warren and Franklin 1st mort., 7s, 90½; West Jersey 7s, 102½; do. 6s, 95¾; Belvidere Delaware 2d mort., 82; do. 3d mort., 82½; Colebrookdale 6s, 1898, 80; Wilmington and Reading 7s, 99½; Schuylkill Nav. Imp. Loan, 88; Susq. Canal 6s, Boat Loan, 63½; Penn. and New York Canal 7s, 95¾; Phila. and Reading deben. bonds, 83; do. 7s, 1893, 106; Chesapeake and Delaware Canal 6s, 95¾; Sunbury and Erie 7s, 101¼; East Pennsylvania R. R., 38; Nesquehoning R. R., 56¾; Huntingdon and Broad Top Mt., R. R., 10; Germantown Passenger R. R., 35; Pittsburg 5s, 75; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 101¼@101⅜; do. free of tax, 101⅜@101½; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100½; do. 1st series, 100¾@101; do. 2d series, 104@104; do. 3d series, 106½@107; Reading, 56⅞@56⅞; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 124¾@124¾; do. mort. 6s, 1889, 95¾@96; do. 1883, 89¾@90⅛; do. 1889, 89¾@90⅛; Pennsylvania R. R., 62@62⅛; do. 1st mort., 100@100½; do. 2d mort., 102½@102¾; do. General mort. coupon, 93@93¼; do. reg., 95½@96; Little Schuylkill R. R., 46@46½; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 9@10; do. 6s, 63@63½; Schuylkill Nav., 8@9; do. pref., 17@17½; do. 6s, 1882, 78¾@79¼; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37@37¼; do. 6s, 1884, —@86; do. R. R. Loan, 92@92¼; do. Gold Loan, 91½@91½; North Pennsylvania, 50@50; do. 6s, 101¼@101⅜; do. 7s, 97⅝@98; do. Chattle 10s, 113@116; Philadelphia and Erie, 27¼@27½; do. 6s, 92½@93¼; Minehill, 52½@53; Catawissa, 18@18; do. pref., 48½@49⅞; Lehigh Valley, 62⅛@62⅜; do. 6s, new coupon, 97½@98; do. reg., 98@—; do. 7s, 100@—; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@70; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 52@53½; Hestonville, 20⅝@21; Union, 70@70½; Germantown, 34@35.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 23; do. 7s, 1890, 84⅛; Sandusky City and Indiana 7s, 1877, 91¾; Old Colony and Newport 7s, 1877, 104⅛; Vermont Central 1st mort., 86; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 99; Stanstead, Shefford and Chambly 7s, 85; Leavenworth, Lawrence and Galveston 1st mort. 10s, 96; Vermont Central and Vermont and Canada 8s, 101; Atchison, Topeka and Santa Fe 8s, 84; Burlington and Missouri River R. R. in Nebraska, 36; Indianapolis, Cincinnati and Lafayette R. R., 8; Rutland R. R., 32¾; do. pref., 82⅞; do. 8s, 1880, 100⅛; do. 7s, 1880, 88½; Connecticut and Passumpsic Rivers R.R. pref., 93; Norwich and Worcester R. R., 117¾; Eastern N. H. R. R., 106; Portsmouth, Gt. Falls and Conway R. R., 105; Boston Water Power, 50¼; Cary Imp., 14⅛; Essex Co., 133; Waverly Land, 4¼; Maine 6s, 1880, 102; New Hampshire 6s, 1876, 100¾; Connecticut 6s, 1884, 101⅛; Chicago 7s, 102; Chelsea 6s, 1891, 100¼; Cincinnati 6s, 1884, 95½; do. 1883, 95⅜; do. 1885, 95¼; do. 7 3-10s, 1898, 106¾; do. 7s, 1886, 104¾; St. Louis County 7s, 1885, 100⅞; Hamilton Co., Ohio, 6s, 1883, 94⅛; Boston 6s, 1876@1880, currency, 101¾; Fall River 6s, 1891, 101; Hartford 6s, 1890, 99½; Hartford 6s, 1875, 98½; do. 1894, 99¼; Allouez Mining Co., 3⅝; Humboldt, 85c.; Petherick, 2.

Baltimore.—Orange, Alexandria and Manassas 7s, 1882, 80¾; Northern Central 6s, gold, 1900, 93; Orange and Alexandria 4th mort., 8s, 82; do., 2d mort., 6s, 80; do., 3d mort., 8s, 89¾; Richmond and Danville bonds, 81⅛; George's Creek Coal, 77; Baltimore City 5s, 80; Memphis City 6s, 59; Maryland Defense bonds, 106; Virginia 6s, old reg., 63. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅜@94½; Baltimore and Ohio, 141½@146; do. 6s, 1875, 96@96½; do. 1880, 95@96¼; do. 1885, 96½@97½; Northern Central, 41¾@42½; do. 6s, 1885, 92@92½; do. 1900, 89¼@89½; do. 6s, 1900, gold, 93¼@93½; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cincinnati 7s, 1892, 97¼@97¼; do. 2d mort., 87@87¼; do. 3d mort., 79½@81; Central Ohio, 29¼@30; do. 1st mort., 82⅞@—; Western

Md. 1st mort. 6s, 1890, 81@—; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., —@85; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 80@81; do. 3d mort. 8s, 89½@89⅝; do. 4th mort. 8s, 82@82½; Orange, Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 8s, 89@90; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 77@82; Baltimore 6s, 1875, 99⅞@100; do. 1884, 98@100; do. 1886, 99@99¼; do. 1890, 97¾@98¼; do. 1893, 98@98¾; do. 1900, 97½@98½; do. 5s, 1838-'70, 80@82; Memphis City 6s, 58½@58⅝; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106½; City Passenger R.R., 22¾@23½; George's Creek Coal, 76@78; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

☞ CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

BANKING OFFICE OF
FISK & HATCH,

No. 5 NASSAU-ST., NEW YORK, Sept. 25, 1871.

Of the FIFTEEN MILLION CHESAPEAKE and OHIO SIX PER CENT. LOAN, but about $4,500,000 remain unsold, and this remainder will be taken up rapidly.

The five years' option having expired on all series of FIVE TWENTY BONDS, except 1867s and 1868s, they are liable to be called in for payment. The redemption of 100 millions FIVE-TWENTIES in coin, and the purchases by the Government during the ensuing four months, with the premium thereon, will release about 150 millions of invested capital, independently of dividend and interest payments, the greater part of which must seek reinvestment.

THE CHESAPEAKE AND OHIO SIXES

have absolutely 30 years to run; are especially desirable for steady investments, and can now be bought.

17 per cent. less than TEN-FORTIES,
20 per cent. less than FIVE-TWENTIES,
25 per cent. less than SIXES OF 1881,

and are equally sure to be paid principal and interest in gold coin. Their amount is limited by the Trust Deed to $15,000,000. Price (at present) 93 and accrued interest, that is, with coupon attached, payable Nov. 1.

$1,000 Chesapeake and Ohio Bond costs to-day $954 16.

$500 Chesapeake and Ohio Bond costs to-day $472 08.

$100 Chesapeake and Ohio Bond costs to-day $95 42.

Only a small amount of the latter denominations remains, and no more can be made. Bonds are in coupon or registered form, same as Five-twenties.

The CENTRAL PACIFIC SIX PER CENT. BONDS are as safe for investment as Government bonds. Their amount, fixed by act of Congress at $15,885,000, is secured by property worth four times their value; they can only be bought in the open market, and are becoming scarcer in consequence of their gradual absorption by investors here and in Europe; they have a ready market in all the principal money centres, and have still twenty-four years to run; the earnings of the road are steadily increasing, and will probably reach $10,000,000 for the current year, affording a handsome surplus after payment of expenses and interest. Present price, 101¾ to 102.

When the Chesapeake and Ohio Railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics. Both principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

☞ The attention of Railway Companies, Car Builders and Purchasing Agents, is called to the advertisement of Messrs. BRINCKERHOFF, TURNER & POLHEMUS, on our second page. This well known firm are Manufacturers of and Dealers in all descriptions of Cotton Duck for Car Covering and Car Seats. Office and Warehouse No. 13 and 15 Lispenard Street, New York.

☞ The double track on the Pittsburg and Connellsville road has been completed to within a short distance of Hazlewood. A large force of laborers is employed from Connellsville westwardly, and the most favorable progress in the laying of the double track at the Pittsburg end is being made.

☞ The contract for grading, tieing and ironing the extension of the Mendota and Prophetstown Branch of the Chicago, Burlington and Quincy railroad, from Prophetstown to Clinton—about 20 miles—has been let to Messrs. Grinnel, Wolf & Carpenter, to be completed by the 1st of January next.

Elizabethtown and Paducah Railroad.

Six thousand tons of extra English rails have been purchased for the Elizabethtown and Paducah (Kentucky) Railroad, and will be delivered in March next. This purchase of rails is sufficient to finish the main track and sidings to Paducah, and, it is thought, will secure the opening of the road its entire length by the last of June next.

Forty of the ninety-two miles of road bed from Greenville to Paducah are graded and ready for the iron, and upon the remaining fifty-two miles a very large amount of work has been done, with full force upon every section, and so vigorously has the work advanced in the last ninety days as to justify the statement that on the first day of January next there will not be fifteen miles of incomplete road-bed.

Track-laying has been resumed at Greenville, and is being pushed rapidly westward to the crossing of the Evansville, Henderson and Nashville Road. To facilitate the opening of the road to this important crossing, a large amount of rails are being delivered there, and track-laying will be pressed eastward from that point until it meets the track from Greenville.

Burlington, Cedar Rapids and Minnesota Railway.

The earnings derived from the 170 miles of the Burlington, Cedar Rapids and Minnesota Railway open to traffic, are as follows:

For the week ending August 7	$12,272 36
For the week ending August 14	14 206 54
For the week ending August 21	15,657 43
For the balance of the month	25,108 49
Total for August	$67,244 82
For the first week in September	$19,817 00
For second week in September	27,502 00

The average earnings of the road are about $6,000 per mile annually—the interest requirements only $1,400. The agents of the company, Messrs. HENRY CLEWS & Co., state that the extension of the road toward Mason City, which will be completed within a short time, will add 20 per cent. immediately to present earnings. They have for sale about $700,000 of the First Mortgage Bonds at 90 and interest.

☞ The Sacramento (Cal.) Reporter of 18th inst. says: "Twenty-two car loads of tea were sent East yesterday. A great and growing traffic in this commodity has sprung up between the eastern cities and this coast—the great door through which passes the commerce of the Orient to all the Atlantic side of our country. Within the past week 109 car loads have gone East, and there are yet some twenty more awaiting shipment in the same direction—all of it being the last invoice of tea from China and Japan."

☞ The contract for building the White Mountain Railroad extension from Lancaster to Northumberland, ten miles in distance, there to connect with the Grand Trunk line, has been awarded to S. S. Thompson of Vermont and John Lindsey of Lancaster. The road is to be completed by the first of July next.

☞ The Oneonta *Herald* says that ground will soon be broken on the Oneonta and Earlville road and the Rondout and Oswego road eastwardly at the same time, both being parts of a substantial whole, though for the present in charge of separate corporations.

Journal of Railroad Law.

RAILROAD COMPANIES—OBSTRUCTING THE OVERFLOW OF A WATER COURSE—RULE OF LAW.

The case of the Toledo, Wabash and Western Railroad Company *vs.* Hunter, *et al* (50 Ill., 325), was an action on the case by Hunter and McNeil against the Toledo, Wabash and Western Railway Company to recover damages arising from injury to a lot of cattle, caused by the waters of the Sangamon River overflowing the ground occupied by the plaintiffs, in a time of flood, such overflowing being the result, as is alleged, of the filling up by the railroad company of an open trestle work in an embankment of their road across the bottom land bordering upon the river.

The general issue was pleaded, and upon the trial much testimony was taken which it is not necessary to consider. The jury returned a verdict in favor of the plaintiff, assessing his damages at $6,500, and judgment was rendered thereon. The defendants thereupon took this appeal.

The following is the opinion of the Court delivered by

BREESE, CH. J.—There can be no doubt that filling up by the railroad company what was at one time an open trestle work in the embankment of their road over the bottom, retarded or obstructed in some degree the flow of the water in the time of a flood. At such time the river, not confined to its natural channel, spreads over a large surface, and must have vent somewhere. By filling up this open trestle work that vent was closed, and the water forced to the channel of the river under the railroad bridge and to the opening near it at the west end. Such portions of the water as could not escape by these passages accumulated above them, and this interfered with the cattle sheds built, as they were, upon low land a short distance above the bridge. That the plaintiffs were injured thereby to some extent is established by the proof, but it does not follow they have a right of action against the appellants for such injury.

It appears P. L. Howlett built and owned these cattle pens, and according to his testimony the opening in the embankment was filled up by the railroad company before appellees had any rights in the pens, and all the right they had was under the contract with him; he says: "My contract was to feed the cattle by the month, furnish all the slop they could eat and stable them at three dollars per month for each."

It is evident from this testimony that the pens were in the possession of Howlett, and to which appellees had not the shadow of a right. Their cattle were there under a contract with the owner to feed and shelter them by the month, at a certain price per head.

The parties to this contract knew when it was made that the river on which the pens were situated was liable to annual overflow, and appellees consented their cattle should be placed in them exposed to this annually recurring danger.

The case might be different had the culvert been filled up after appellees' cattle were put in the pens. As it is they acted with their eyes open and with full knowledge of the situation of the feeding place, and appellants have done nothing since appellees' rights accrued, whatever they may be, to injure them. Illinois Central R. R. Co. *vs.* Allen, 39 Ill., 205.

The embankment in which the culvert was placed and filled up by appellants was erected by the State in the prosecution of its system of internal improvements, as early as 1839, and it is in proof by several witnesses that the river in time of freshets in several years overflowed the ground where these pens were afterwards erected, three feet in depth, so that it is manifest filling the culvert contributed but little if any to the injury to the pens. Besides, from the plat introduced into the record, it appears that just above the railroad bridge and pens there are several large bends in the river which must effect materially the flow of the water in time of freshets, retarding it, and causing it to accumulate in volume at particular points.

The proofs in the case show an unfortunate location of the pens, and fail to show any act of the appellants causing an injury to appellees, for which they should be responsible to appellees. If there be a liability to any person, it would appear to be to Howlett, and not to appellee for the reasons we have given.

No right of action having been established against appellants, the judgment must be reversed and the cause remanded.

Judgment reversed.

Bridge over the Schuylkill River at Fairmount.

Owing to a difficulty in the former letting of the contract for the construction of this bridge, new proposals were advertised for, and lately opened. As a guide for other work of the same character, the tenders are given as follows:

Kellogg Bridge Company, Buffalo—Wrought iron, 7 cents per pound; cast iron, 5 cents per pound. Superstructure—two or three trusses, over a street, including lateral braces, $111 per foot.

Keystone Bridge Company, Philadelphia—Wrought iron, 8½ cents per pound; cast iron, 5¾ cents; cast iron balustrade, $9.50 per foot; cast iron railing pedestals, $35 each; do. column pedestals, $65 each; lamps and stands $90 each. Superstructure—two trusses, $750; road trusses, $100 per foot.

J. H. Coffrode & Co., Philadelphia—Wrought iron, 8¾ cents; cast iron, 5¾ cents; balustrade, $9; wrought iron railing, $6; pedestals, $35 each; column do., $85. Superstructure—two trusses, $900 per foot; road trusses, $100 per foot.

John W. Murphy, Philadelphia—Wrought iron, 9 cents; cast, 6 cents per pound; balustrade, $12; wrought railings, $9; pedestals, $75 each; column pedestals, $110 each. Superstructure—trusses, $910 per foot; road trusses, $128 per foot.

Phœnix Iron Company, Pa.—Superstructure—trusses, $792 per foot; road trusses, $112.24 per foot.

Baltimore Bridge Company—Trusses, $1,149 per foot; road do., $200 per foot.

The bridge will be a double deck bridge, with long approaches and a separate elevated roadway over the track of the Pennsylvania Railroad, at the west end. The streets now crossing this track at grade are to be changed so as to cross 24 feet above the rails. The work is intended to supply the place of the present suspension bridge, now unsafe by age, and will be a large and expensive undertaking.

☞ The contract for building the Schenectady and Susquehanna Railroad has been given to ex-Alderman Harrity, of Troy, who also has the contract for building the first eight miles of the Rhinebeck and Connecticut railroad from the Hudson river at Rhinebeck to Rock City. Work upon the latter road will soon be commenced.

Wicomico and Pocomoke Railroad.

The treasurer of this company, in his report for the fiscal year ending April 30, 1871, says that since the date of his last annual report he has received from all sources, including old balances on private subscriptions to the construction of the road, sale of bonds, loan, etc., etc., the sum of $27,105.32. Which, added to the balance in his hands at the date of his last report, ($2,656.98) will make the sum of $29,762.30, with which the Company is to be credited; and has paid out durnig the same period in liquidation of floating debt, payment of interest on bonded debt, operating and miscellaneous expenses, the sum of $25,813.90, leaving a balance in Treasurer's hands at this date of $3,948.40. The President is his report says:

We regret that a general view of the operations of the road for the past year does not present as favorable an aspect as we could desire, owing to the remarkable and unprecedented failures of our crops and the severe stringency in monetary matters pervading our entire section of country. The estimates given above show the net earnings to have been inadequate to pay the operating expenses and interest on the bonded and floating debt.

It is encouraging to know, however, that though the business was exceedingly light for the first three quarters, that sufficient has already been earned in the last quarter to meet the interest due July 1st, and that the funds have already been deposited in banks for this purpose.

☞ The Salisbury and Baltimore railroad, which branches from the Pittsburg and Connellsville railroad near Dale City, and extends for ten miles into the Castleman coal field beyond Salisbury, is so far advanced as to insure its completion by the 1st of November next. The company have commenced operations toward opening the coal mines on some of their lands, which are underlaid with the big or twelve foot vein of the superior bituminous coal so abundant in that region.

☞ The Milwaukee *Wisconsin* says that the first mortgage bonds of the Oshkosh and Mississippi Railroad to the amount of $240,000, have been signed by President Jenkins and Secretary Gary. They are made payable in New York to Russell Sage or bearer, on the first of July, 1891, at 8 per cent interest. The St. Paul company takes these bonds at 80 per cent. The first mortgage of the company to Russell Sage has also been executed.

☞ The Holland and Grand Rapids Railroad is being pushed forward rapidly, and the officers of the road think it will be completed by the 1st of December.

☞ The directors of the Plymouth County railroad have chosen James M. Jacobs President, Elias S. Beals Treasurer, and E. P. Fogg Secretary.

☞ The directors of the Terre Haute and Cincinnati Railway have elected Alfred Pleasanton President, vice N. M. McDowell, resigned. The latter retains the position of chief engineer.

☞ The Burlington and Missouri River railroad, from Plattsmouth, Nebraska, west to Fort Kearney, will be finished January 1, 1872.

☞ The Huntingdon and Broad Top Mt. railroad has leased the Bedford and Bridgeport railroad for one year from the 15th inst.

Virginia State Debt.

In answer to certain inquires of Baker & Co., of Winchester, in regard to the Virginia State Debt, Mr. Geo, Rye, Treasurer of Virginia, has written a circular letter on the subject, in which he says:

While we have no certain information in regard to the amount of the public debt when funded, we may reasonably expect that the amount funded by January, 1872, on which we will then have to pay interest, will not exceed $30,000,000. The interest on this, I mean two-thirds of it, which is what the funding bill provides for paying, will be $1,200,000. Of this one-half, say $600,000, will be payable 1st, January, and the other half, $600,000, will be payable 1st July, 1872. We cannot tell what amount will be derived from taxes this year, because the returns are not yet in. But the Auditor reports that, after paying all the expenses of the government for the current year, there will be on hand January 1st 1872, a balance of $1,500,000, derived from the taxes of 1870 and 1871. And this amount does not include certain large sums which it is expected will be derived from taxes on railroads and other corporation properties, nor the interest to be paid by the depositaries for the use of the State's money, nor some other such items. The amount in the Treasury this morning is $947,470 40, on which the State is receiving interest from depositaries (the Richmond Banks) at the rate of 4 per cent per annum, except $100,000. It is believed that the expenses of the State government will be materially decreased for the next year—it is certain that it can be done without detriment to the public interest. Our general conclusion is that the interest on that portion of the public debt on which interest will have to be paid under the provisions of the funding bill next year, can be provided for without any increase of the present taxation.

Atlantic and Ontario Railroad.

A meeting of the directors of this proposed road was held on the 21st inst. at Ballston, N. Y., when, the necessary amount $70,000 having been subscribed, the company was duly organized, and articles of association adopted. The following officers were elected: Col. T. C. Peck, of Ballston Spa, President; L. M. Crane, of Ballston Spa, Secretary; D. Hays, of Johnstown, Treasurer, H. R. Snyder, of Johnstown, Engineer; E. Appleton, of Boston, Consulting Engineer. The road is to begin at a point at or near Eagle Bridge, in Rensselaer county, and run thence westerly through Ballston to Salisbury, in Herkimer county, to a point at or near Oswego. The distance is seventy miles, and the road is to be constructed and eventually owned by Massachusetts capital. The survey is to be at once begun, so as to have the report and all documentary evidence ready to present to the Legislature of Massachusetts this winter. The object is to empty the produce of the great west into Boston through the Hoosac Tunnel, for the completion of which Massachusetts has expended $7,000,000.—*Albany Journal.*

☞ The Lansing (Mich.) *Republican* of the 14th says: "Last Monday regular trains commenced to run on the Peninsular Railway, between this city and South Bend, Indiana. The completion of this road to the latter place gives us communication with the Michigan Southern Railroad, and opens up another direct route to Chicago. The Peninsular connects at Charlotte with the Grand River Railroad; at Battle Creek, with the Michigan Central; at Brady with the Grand Rapids and Indiana; at Schoolcraft with the Kalamazoo Division of the Lake Shore and Michigan Southern, and at Cassopolis with the Michigan Air Line."

☞ The Directors of the Southwestern Pennsylvania Railroad Company, Thomas A. Scott, President, have awarded the contracts for grading, masonry and bridges of the entire road from Greenburg to Connellsville, Pa.

Chesapeake and Ohio Railroad.

The Huntington *Independent*, published at the Ohio River terminus of the Chesapeake and Ohio Railroad, speaking of that enterprise, says:

Mr. Carpenter, the Superintendent of track laying, has three sets of hands at work on this end of the road, and will finish about one mile a day. If no further hinderance interferes, this rate of progress will complete the road from Huntington to the Falls of Kanawha within thirty days. As soon as the cars are running from here to Kanawha there will be a daily line of passenger steamers connecting with Cincinnati, so that passengers can leave Kanawha Falls at dusk, taking supper at Huntington and breakfast in Cincinnati, transacting their business there, and returning to Kanawha with a loss of only one day's time, making the round trip in thirty six hours. Among the visitors here this week may be mentioned, C. P. Huntington, President of the Chesapeake and Ohio Railroad; Gen. William C. Wickham, Vice President; H. D. Whitcomb, Chief Engineer; H. C. Parsons, Director, and other officials connected with the road. Also Gen. Breckinridge, Vice President, Elizabethtown, Lexington and Big Sandy Railroad; Col. Trimble, President Southern Ohio Railroad; Col. Pryor, Locating Engineer Huntington and Cincinnati Railroad (known as the river route); Hugh Means and John Means, capitalists and iron manufacturers, from Ashland, and others. These gentlemen have met here for the purpose of consultation in regard to the proposed western railroad connection with the Chesapeake and Ohio Railroad from this point, and from all the information we can gather the Elizabethtown, Lexington and Big Sandy road is to be built at once. It is also rumored that Col. Trimble's road (the Symms Creek route) has been adopted as one of the connecting routes west. Mr. Huntington expressed himself as very much encouraged at the growth of the city since his last visit, and says that large manufacturing establishments will be erected here soon.

Boston and Maine Railroad.

The following are the assignments of the contracts on thirty two miles of the extension of the Boston and Maine Railroad:

Bonnallie & Robbins, sections 6, 16 and 17, excepting the bridge and arch masonry; P. Maney & Son, sections 7, 10 and 11, grading, culverts and paving; Shannahan & Dolan, sections 8, 9, 19 and 20, grading, culvert, masonry and paving; Ward Brothers, section 10, grading, culverts and paving; J. A. Gordon & Co., all the work of sections 13 and 14; Andrews & Haines, all the work of section 15, masonry of sections 16, 17 and 18; Savage, Berry & Co., all the grading and masonry of sections 21, 22 and 23, arch and bridge masonry of sections 6, 7, 8, 9, 10, 11, 12 and 19. The Directors have ordered the remainder of the extension to be located at once and put under contract. All the grading and masonry to be finished by June 1, 1872.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette railroad for July and August were $292,241; and the expenses, $160,159—leaving net $132,082. The unsecured debt of the road is $740,000. Of this there has been subscribed to be funded in 7 per cent. bonds $560,000. If the arrangements for the consolidation of this debt are carried out, as it now appears they will be, the figures of the cost of 171 miles of road, and the large real estate in Cincinnati, will be represented by a bonded debt of $10,200,000, with a stock capital of $5,625,000. A great deal of credit is due to Mr. M. E. Ingalls for his exertions in saving this property from bankruptcy.

☞ Charles A. Coombs has been appointed Superintendent of the Knox and Lincoln railroad.

Franklin Mining Company.

A circular has been issued to the stockholders of the Franklin Mining Company, announcing that the lease of the Franklin mine expired on the 1st of July last, and presenting a statement of the financial condition of the company at that date, as compared with the corresponding date of the previous year. On the 1st of July, 1870, the assets of the company were valued at $65,700 33, which included fuel and other supplies, costing $27,554 54, the full amount of which it was necessary to realize to enable the company to meet its liabilities, amounting to $65,534 28, leaving a surplus of only $157 05. The company's share of copper under the lease was 130,857 lbs., of which there has been sold 120,500 lbs., realizing $24,446 74. The balance 10,357 lbs. is at the present market price worth $2,278 24, making the net value of the mine's share of copper for the year ending July 1, $26,725 28. All the debts of the company have been paid except $208 88 in old drafts and claims so long outstanding that there is little probability of their ever being presented. The inventory of supplies on hand July 1 amounted to $5,267 74.

The assets of the company at date Sept 1, were as follows:—

Fuel and supplies at mine (about)		$4,500 00
Cash in treasurer's hands	$18,286 16	
Note due Sept. 15	530 00	
10,537 lbs. copper, net 22 cts.	2,278 54	
Estimated value of copper product of July and August	3,426 00	
		24,520 70
Total assets		$29,020 70

Liabilities nothing.

In accordance with authority given him by vote of the directors, the treasurer has renewed the lease with the same party, on terms considered more favorable to the company than the last. Immediately after the renewal of his lease, Captain Uren largely increased his force and the work of opening the mine has since been vigorously prosecuted.

For the present year the directors expect a profit at least equal to the past year, and having no liabilities and few expenses, have concluded to make a dividend of one dollar per share payable on the 20th inst.—*Boston Journal.*

Eastern Shore Railroad.

The two railroad projects of Somerset county, the one connecting Snow Hill with Berlin, which already has a connection with the main line of the Eastern Shore road at Salisbury, and the other connecting Newtown, at Westover, with the same main line, we are pleased to know are now "fixed facts." The track on the Snow Hill road is laid as far as Newark, or more than half way to the former point, and its general prospects are emphatically encouraging, and it is pleasurable to us so to state. The road connecting Newtown with the main line of the Eastern Shore road is also in a healthy condition, financially and otherwise. The iron has been purchased, to be delivered in Baltimore on or about the first of October, and pretty soon thereafter track laying will commence. But a few days ago the President and Secretary of the Newtown project called on Comptroller Woolford at Annapolis, who received them in his usual gentlemanly style, presented their proper vouchers and drew the whole of the State bonus legally guaranteed a few years ago.—*Newtown Gazette.*

☞ The Maine Central Extension railroad—Danville Junction to Cumberland station, 18¾ miles in length—is nearly completed, and will be ready for business the middle of October. The estimated cost of the grading, &c., made by the engineer, Mr. Thomas Holt, was $208,000; the actual cost, $203,500. The engineering expenses are some $7,000 less than the estimates. Hon. Anson P. Morrill has been chosen Vice President of the road.

The Mont Cenis Tunnel.

The Mont Cenis Tunnel may now be named with the Suez Canal, the Pacific Railroad, and the Atlantic cables, in recording the great enterprises begun and completed within the last fifteen years. Trains are now constantly passing through it, and on Monday, in the presence of a distinguished assemblage, it was formally opened.

The need of an unbroken highway between France and Italy has been strikingly obvious since the railroad lines approached their respective frontiers. Arriving by rail from Paris, the traveler bound for Italy hitherto proceeded from St. Michel, over the mountain, passing Modane, Lans le-Bourg, the Mont Cenis Hospice, and thence descending the precipitous slope by Molaretto, he reached Giaglione whence the railroad is open to Turin and all Italy. This journey enabled one to behold the sublime scenery of the Pass, but was wanting in the convenience and safety which the railroad, through the tunnel, now affords. Besides, it usually required five or six hours to accomplish the journey over the mountains, while by the tunnel route one may travel over the entire distance between Paris and Turin in 18 hours.

Upward of thirty years ago Sommeiller advocated the construction of a tunnel through the Alps, but his proposal was treated with indifference and incredulity. When, however, the great engineering triumphs in this country and Europe demonstrated its practicability it was resolved to attempt the great work. Several years were occupied in discussing plans and hearing objections until at length, in 1857, the work was actually commenced. Savoy was then a portion of the Sardinian Kingdom, and, apart from the general usefulness of the tunnel in forming a connecting link between the French and Italian railroad system, Victor Emanuel desired to establish speedy communication between the two distinct races which had constituted one people for more than ten centuries. Sardinia prosecuted the work as well as her feeble resources would permit until, the Italian campaign of 1859, by giving her Lombardy and losing her Savoy, rendered a new arrangement in regard to the project imperative.

Although called the Mont Cenis tunnel, the name is a misnomer, as the track selected is a considerable distance from that mountain. Leaving a point above the village of Fourneaux on the French side, 3,904 feet above the sea level, it strikes through the mountain at a point between the Col de Freius and the Col de la Rone, not far from that great clustering mass which bears the name of Mont Tabor, and from which the mountain chain stretches over Mont Ambin, and the little Mont Cenis to the Great Mont Cenis. The highest point attained by the tunnel is 4,377 feet above the sea, and 3,480 feet below the crest of the mountain overhead. From this point the tunnel slopes down to the other opening of the tunnel on the Italian side, at Bardonneche, 4,334 feet above the sea, at the top of a lofty glen of the same name, whence the railroad goes down to Ouix on the Dona Riparia, following the course of that valley by Salbertrand and Exilles, till it debouches into the wide open valley of Susa at Bussolino.

Incited both by her new obligations on annexing Savoy, and her cordial relations with the Italian people, France evinced in 1860 great interest in the Mont Cenis project, and showed an eager desire to hasten its completion. Accordingly an arrangement was entered into wherein strong inducements were offered to the sister nation to complete the great highway. The total expenses of constructing the tunnel amount to $13,000,000, of which sum the Victor Emanuel or Railway of North Italy contributes $4,000,000, which is to be paid on or before the opening of the tunnel. The French Government agreed to pay Italy $3,800,000 if the work was accomplished within twenty years, reckoning from 1862. But if the work was finished at an earlier date France bound herself to pay $100,000 more for every year gained upon the stipulated time. The incentive which France thus professed to afford has certainly attained its end. The work is now finished eleven years before the limit named, and accordingly France will have to pay $1,000,000, besides the $4,000,000 of the original stipulation. She also bound herself to pay five per cent. interest on the money due for the work as it proceeded from year to year. Had the construction continued beyond the stipulated term of twenty years, Italy would have lost $100,000 for every year in excess of that period.

The engineering difficulties were of the most discouraging character. The construction of a tunnel nearly eight miles long, where no vertical shafts for light or air or refuse were possible, where the work must be begun from each end, where the levels and the angles must be perfect to insure a meeting, presented a problem which even the boldest engineer might shrink from with alarm. All former experience in constructing tunnels was of little avail. The occasion demanded a man of genius gifted with the determination. This manwas found in Sommeiller, who, however, owed much to the inventions of his professional predecessors. M. Mans, a Belgian engineer, had devised a machine to cut rock, and this machine was to be worked with springs to cut the rock into blocks, and so do the work of many men. M. Calladon, of Geneva, struck the key of the position by suggesting the use of compressed air, but he had not the honor of showing how it was to be used as a motive power. Mr. Bartlett an English engineer, having invented an engine for boring, which was worked by steam, M. Sommeiller adapted it so as to be used by compressed air, and thus the means of boring the Mont Cenis Tunnel was secured.

Another invention, however, was needed to utilize all these triumphs of human ingenuity. The use of steam as a motive power was hopeless in so confined a space; the labor of human hands was equally hopeless in point of time; but with a wondrous adaptation of means to ends, the falling waters of the Alpine valleys were imprisoned to compress the air; the air was conducted along vast tubes as the cuttings advanced, and, after doing all the hard work for human hands, escaped from its imprisonment, and made existence possible for the very men who made this air a slave! The machine employed by M. Sommeiller weighed about 600 pounds, and bored a hole 1¼ inches in diameter and 3 feet deep in 20 minutes. Eleven of these machines were placed on a movable support, and could be worked at almost any angle. Three or four large holes were bored in the center of the heading, and round these other holes of the ordinary size, in all 80 holes. The large holes were only for the purpose of weakening the rock. The other holes were filled with explosive material, and were fired in succession and in detachments, beginning with those nearest the center, and working outward. The advanced heading was the only place where these machines were used; the enlargement, &c., were all performed by manual labor. The space thus excavated in the rocky sides of the Alps was 26 feet 6 inches wide, and 50 feet high, fully admitting of four separate lines of rails to traverse the tunnel. The daily progress in the work, after some time, showed a gratifying improvement. From half a yard a day, at first, the progress increased to more than 10 feet per day. Each yard bored cost not less than $1,000. The boring as described was repeated, yard by yard, until the entire eight miles was completed; the work becoming more arduous as the tunnel increased in length. Seventy yards of rock was displaced for every yard advanced, and this had to be removed to the mouth, while 25 cubic yards of masonry had to be built in the same yard of tunnel, with materials brought on the average more than ten miles.

One-half of the tunnel was completed in nine years (1866), the third quarter by the end of 1868, and the whole mountain mass, a thickness of 12,236 meters, or nearly eight miles, was pierced through from end to end before Christmas Day last year.

The constructing of the tunnel gave constant employment to about 2,000 men, who were provided with dwelling-houses along the banks of the torrent of Rochemolles. When at work in the tunnel, the men relieved each other every eight hours; in the workshops they did on the average ten hours' work daily.

All apprehensions of mephitic air in the tunnel, if they ever had any foundation, are by this time fully dispelled. A correspondent of a Lyons journal, who, recently went through the tunnel, says: The ventilation is excellent, and the current of air perceptibly felt; in fact, the heat was so moderate that an overcoat was not to be disdained. All the Swiss stories about heat intense enough to produce asphyxia are pure inventions.

The usefulness of the tunnel will be retarded for a while by the want of railroad communication between St. Michel and Fourneaux, a distance of about ten miles. The railroad now constructing will be complete in November, and it will then be possible to make an unbroken railroad journey between Paris and Turin. Since British mails have been sent to the East Indies via Brindisi, the French have regarded the opening of the Mont Cenis tunnel as calculated to impair the commerce of Marseilles. This is the reason why the French railroad companies have lost their early enthusiasm in regard to the tunnel, and allowed the ten miles of railroad to remain incompleted. When that short line is constructed, passengers and mails can be carried from Calais to Brindisi in something less than 60 hours. The Italians have shown a better comprehension of their true interests, and on their side everything is now ready for the most extensive traffic.—*N. Y. Tribune, Sept.* 19.

London and Port Stanley Railway.

The Toronto *Monetary Times* says the City Council of London, Ont., have reported in favor of leasing this line to the Great Western Railway Company on as good terms as they can obtain, so that the lease is pretty certain to be effected. By its proposed terms the Great Western is to pay an annual rental of $20,000 for twenty years, keep the road in good working order, supply it with the necessary plant, keep the tariff as low as it has hitherto been, allow a third rail to be laid (3ft. 6in. gauge), for the accommodation of the London, Huron and Bruce cars; to concede running powers to that line over the London and Port Stanley road; to erect car shops at London, and employ at that place at least 200 more men than they now do; to change the gauge of the road from 5ft. 6in. to 4ft. 8½in. at the expense of the Great Western; the road to be kept and returned at the expiration of the lease, in as good repair as it now is, &c., &c.

☞ One good effect of the recent agitation of the subject of improving the system of railway management in Massachusetts, has shown itself in the purpose of the Taunton Branch Railroad Company to attach the Miller (self-coupling and truss) platform to all their cars, and to increase the efficiency of the telegraph on the line of that road.

☞ The Albany *Journal* says that the party to whom the contract for building the Duanesburg railroad had been let, failed to connect, and in consequence the job has been given to Mr. N. I. Schermerhorn, at $247,000.

☞ The Mount Tom and Easthampton Railroad bed lacks but little of completion from the former place to Williston's mills, and the iron will be laid in a few days.

☞ The earnings of the Baltimore and Ohio railroad for August, 1871, were $1,147,496 33; in August, 1870, they were $994,540 03—an increase of $152,956 30.

☞ Track laying has been commenced on the extension of the Belfast and Piscataquis railroad to Guilford.

☞ The New Jersey West Line Railroad Company has just awarded the contract for the grading and mason work of its road between Summit and Newark to John Rehill, of Easton, Pa., to be finished by the first of January next. From Summit to Bernardsville the track is laid with the exception of about three miles, and the company will soon finish the work there itself.

☞ The Okolona (Miss.) *News* announces the arrival at that place of a corps of laborers, and their commencement of work on the Grenada, Houston and Eastern Railroad. Gen. Wm. F. Tucker is President of the road.

☞ The directors of the Falmouth and Vineyard Sound railroad broke ground at Cohasset Narrows on the 20th inst. with appropriate ceremonies.

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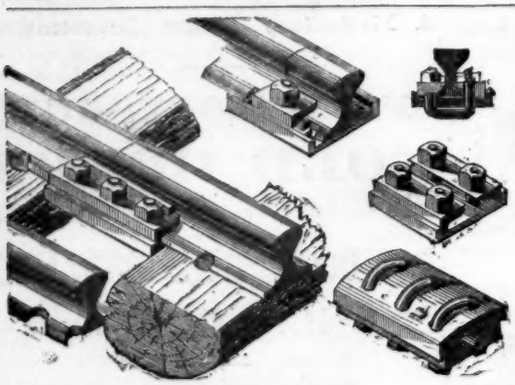

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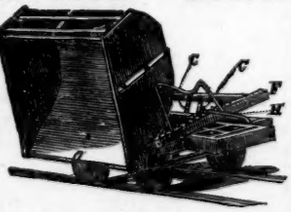

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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